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The

JULY 26, 1930

AVIATION

News

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North American to Expand Operating Functions

Further Airline Developments

Return Italian Entry Under New Schneider Ruling

Quarterly Report on Air Commerce Violations

Navy Flying Accidents Decrease Sharply

Seek Decision on Status of Foreign Craft in U. S.



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The Airline News

July 26, 1938

Load-Altitude Mark Bettered

BRIDGEPORT (AP)—Breaking his own record, Ben Sargent was a new star in the world of aviation, having won the 1,000 lb. (2,204 lb.) when he landed in an old-time plane of 1938. On July 21 in a Sikorski S-28. This figure, pending homologation, compares with the present world record established last March by Sargent, in the same plane of 21,322 lb.

Two supercharged Wasp engines of 450 hp. each, it is said, the 1938 S-28 by Sikorski had previously, and now specially designed Standard steel propellers were used. The flight lasted an hour and seventeen minutes.

Launch Vickers Flying Boat

MONTREAL (AP)—The Vickers largest flying boat ever built in Canada, has been launched by the Canadian Vickers and completed her first successfully. She is powered with two Whiteheads 800 and has accommodation for six passengers. The new plane is ordered by the British government and will be used for front line operations. A feature of its design is that it is a typical wheel landing gear.

Handle 177 Violations In Second 90-Quarter

WASHINGTON—According to a review of 25 violations over the previous period, 177 violations of the Air Commerce Regulations are listed by the Department of Commerce for the second quarter of 1938.

Planes in the amount of 1938 were reported against and reflected from 53 persons and penalties in the form of 30 suspensions, 65 suspensions of the payment of Commercial license, 12 suspensions and 5 deaths of license were noted for the violations. In 24 cases, evidence was produced which justified dismissal.

Violations of the regulations dealing with aerobics and law being led the list of specific offenses. There were 32 violations of the aerobics provisions and 31 of the law being classes of the rule.

Other specific violations were: Unlicensed pilot flying control plane, 15; flying without navigation lights, 4; and flying without identification numbers, 15. The most common offense, numbered 97.

Of the total number of violations, 27 cases are still pending.

Cirrus 6,533 Mi. Derby Starts With Eighteen Planes Entered

*Command-Aire Which Led Group to New York
Loses First Place to Land Racer on Cincinnati Hop*

NEW YORK—Displaying a number of specially built planes, sixteen entered in the Cirrus 6,533-Mile Derby, which started at Roosevelt Field, Long Island, and four on July 25, led by Lee Gehlrich, flying his Little Rocket, a low-wing Command-Aire.

His time from Buffalo the first day in the flight, which started early in the morning from Detroit, was 1 hr. 40 min. for the nearly 200 mi., which ended not partly due to a strong tailwind. The pilot left the following morning for Cincinnati, then toward night stop.

As he got to press west again, that morning, however, his opponent, Gehlrich, as leader of the derby by virtue of his 5 hr. 3 min. non-stop flight from New York to Cincinnati, while the Command-Aire entry was forced to land at Cincinnati, Pa. for gas, and finished the lap with a mark of 5 hr. 30 min. Hauer's best time amounts to about 12 hrs.

The other best times for the Buffalo-New York derby were: 1 in 36 min., made by L. B. Weller in a World-Williams, low-wing craft, 1 hr. 30 min., made by Thomas Hauer in a low-wing, and 2 hr. 15 min., made by B. D. Smith, flying a low-wing, this race conducted by the South Brothers, Portland, Ore.

A check-up on the other two of the eighteen participants disclosed one had met with an accident and the second had been forced down for fuel at last Harry Shattner in a Mercury low-wing craft, sustained a rather serious trouble and so through a wing in land-

ing at Kingsley, Pa. that he was forced to stop. The 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 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Provide for 65,000 Air Race Spectators

Grandstand Will Be Built Against 576-ft. Hangar Unit

CHICAGO—Accommodations for about 65,000 spectators are to be provided at Curtiss-Chicago Airport for the National Air Races to be held Aug. 22-Sept. 1. A grandstand will be erected along the full length of the 576-ft. hangar unit, 320 ft. to the tower and 100 ft. to the center, 32 rows in height and will be arranged to seat 65,000 in eight periods. Chairs for members of the industry will be placed on the balcony which extends along the side of the hangar and just under the roof. This balcony is also available for the use of free-lancers. On the roof there will be accommodations for the press, the judges, and the outside spectators.

Field Is Increased

In addition to the seats in the grandstand which will be installed, there will be 25,000 chairs on the concrete apron in front of the stand, as well as benches in front 10,000 at each end. These benches will be of the 10-in. type, 15 to 25 rows in height. These will probably be moved, but the grandstand will be specially constructed of heavy timber. It will have 56 steps, each 30 in. wide, on which there will be seating areas. The hangar unit is located along the west side of the field at the southwest corner, so that in the afternoon spectators will not have the sun in their eyes. According to present reports, the grandstands will be built by Schmidt Bros. Construction Co. under the direction of Lindsay Anderson, President White, architect.

To Provide Facilities

At each end of the section of the grandstand devoted to those there will be restaurants, including 300 seats for the audience on air-bus carriers. The airport will also have a cafeteria at

N.A.A. in Short Before Races

CHICAGO—Instead of being the national meeting during the National Air Races, as heretofore the N.A.A. this year will meet on the day before, so that members may have had time to get up the country. The meeting of the Board of Governors will take place the evening of Aug. 21, and the convention will be officially opened Aug. 22 with business sessions at 10 a.m., 2:30 p.m. and a banquet at 7:30 p.m. There will be another session Saturday morning at 9:30 a.m. Aug. 23, to be concluded before the opening of the air races and a final session at 10 a.m. Aug. 25, also to end before the opening of the day's race program. At this final session, efforts for the coming year will be decided.

To Heavy National Air Tour Route

DETROIT—Capt Ray Collins and Capt. Fred S. Hawk, will leave Detroit within the next few weeks on a patchwork tour over the proposed routes of the 1936 National Air Tour, which is scheduled to leave Detroit on Sept. 11. Captain Collins, who is National Aero Director, will make the tour, and it is expected Captain Hawk will again serve as co-leader. Although the exact route of the tour will not be known until after the publishing flights, it is certain that the southwestern portion of Canada, the Rocky Mountain section of the United States and the American Southwest will be visited.

accommodating 1,500 people which will be provided for any to-day business at each week specially for passengers and crew. The tour will be open to the general public at night. Before the grandstand, auto accommodations will be provided for taxi and tourist pilots, as well as an office for the air race management.

Reject Italian Schneider Entry

England Denies P.A.I. Authority to Change Rules

LONDON—Italy's entry for the 1931 Schneider Cup races has been returned to the Royal Aero Club, not in holding the requirements on being in the rules. These rules were amended by an P.A.I. committee last January, the most notable changes being the recent required for each plane from 500 to 600 hp. and changing the fuel entry rule from 24 to 100 lb. of this year. These changes were made by the P.A.I. committee in Paris, but since the present Schneider Cup rules provide that the committee shall answer only for a participating race by Jan. 31 of the year following any race, the Royal Aero Club denies the authority of the committee in the matter.

The Italian entry was for three planes, and was estimated to cost about \$60,000 to cover entry fees and deposits. The British committee said the amount should be at least \$20,000 to prove to the trustees that this year when they considered withdrawing from the contest after all preparations had been made. However, it is understood that the return of the entry in March in the nature of a forfeit to that Italy may be a protest and cause a fight with the R.A.C. The whole controversy may turn out to be pointless, as no other entry has been made since it was in prospect, and at present it seems likely that there will be no contest for the Schneider Cup in 1931.

Approve New Plans Engineers

WASHINGTON—Three engineers, eight architects have been added to the list of those holding approved type certificates. The planes, according to various number, engine and equipment type power plant, engine engine, fuel tank and gross weight are: No. 357—Waco 1045; three-place open cabin, 105 hp. Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 358—Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 359—Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 360—Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 361—Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 362—Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 363—Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 364—Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 365—Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 366—Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 367—Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 368—Continental 1,245 lb., 1,601 lb., 2,786 lb. No. 369—Continental 1,245 lb., 1,601 lb., 2,786 lb. 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No. 674—Continental 1,245 lb.,

Thanks to Regional Conditions —To Strategic Location— KANSAS CITY IS PROSPERING

WHERE are the brightest spots on today's business map? *Kansas City is one.* Year after year, regardless of general conditions, businesses located in Kansas City expand and grow in response to the demand of 19 million people for service and economical delivery. In subnormal times, Kansas City branch plants frequently show profits when houses in other cities are struggling to break even.

¶ If you do not know the Kansas City of 1950, you owe it to yourself and your business to get acquainted. Construction is at its height. Industry after industry shows sales records equalling or surpassing the first six months of 1929. *More of the nation's capital is being invested in Kansas City construction and industry today than ever before.* And Kansas City has no unemployment problem.

¶ This situation at a time when other sections are hesitating foretells continued and increasing prosperity for manufacturing organizations able to serve Kansas City's 19-million-territory from Kansas City.

CONSTRUCTION

Never in any period in its history has Kansas City witnessed such construction activity in its downtown area.

¶ Presently every new building was financed with capital from other sources by investors who investigated and determined on Kansas City as one of the nation's soundest cities, and only today but for many years to come.



NEW INDUSTRIES

Steadily, new industries are coming to Kansas City to take advantage of its 19-million-market place intensively, more economically. Industries based in other centers for generations are finding Kansas City possibly superior to their products.

¶ Industry has built every production advantage, plus the market of 19 million people reached more economically from Kansas City than from any other metropolis.



LET'S LOOK AT THE FACTS

If you are a sound, going concern, this explanation will place the facts before you. In the extreme confidence, competent engineers will give you an undeniably valid survey of every phase of the production and marketing of your line in Kansas City.

¶ If you wish a confidential survey, write us on your business knowledge in indication of how this market, without obligation, of course.

NEW INDUSTRIES NEEDED

One by one, industries are moving in their principal markets. ¶ Comparative freight rates in all classifications from their manufacturing can be delivered more economically to manufacturers of the nation's population from Kansas City. ¶ New advantages are needed to Kansas City to stand out in manufacturing production and provide locally made merchandise that new mass can be purchased elsewhere.

INDUSTRIAL COMMITTEE OF THE CHAMBER OF COMMERCE

KANSAS CITY

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INDUSTRIAL COMMITTEE,
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